

IN THE CLAIMS:

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1. (Cancelled)

2. (Previously amended) An electric vehicle, comprising a vehicle body, and means for keeping the vehicle body at a stopped position by generating a calculated rotating torque of an electric motor when a brake pedal is depressed, wherein said rotating torque is calculated corresponding to an amount of depression of the brake pedal.

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3. (Previously amended) An electric vehicle according to claim 12, wherein, when the brake pedal is stepped on under a condition that the vehicle body is at the stopped position by the rotating torque of the electric motor, the rotating torque is decreased and a quantity of motion of the electric vehicle is measured, and the electric vehicle is again brought to the stopped position by the rotating torque when said quantity of motion exceeds a preset value.

4. (Cancelled)

5. (Previously amended) An electric vehicle according to claim 13, wherein said preset maximum holding time is a time required for a driver of said electric vehicle to change from depressing the brake pedal to actuating the an accelerator pedal.

6. (Previously amended) An electric vehicle according to claim 13, wherein after said preset maximum holding time has elapsed, said rotating torque is gradually decreased.

7. (Cancelled)

8. (Previously amended) An electric vehicle, comprising a vehicle body, an electric motor; a control unit; a brake pedal; and an oil hydraulic pressure brake device operatively driven by said control unit, wherein said control unit is operable to keep the vehicle body at a stopped position using rotating torque of said electric motor for a preset period from the time when said brake pedal is not actuated after the vehicle body is stopped by depressing said brake pedal, and is also operable to keep the vehicle body at the stopped position by the oil hydraulic pressure brake device after said preset period has elapsed.

9. (Previously amended) A method of keeping an electric vehicle at a stopped position, comprising depressing a brake pedal, calculating said rotating torque corresponding to an amount of depression of the brake pedal, and generating a calculated rotating torque in the electric motor to keep the vehicle body in the stopped position.

10. (Previously amended) A method of keeping an electric vehicle at a stopped position according to claim 9, wherein, when the brake pedal is released and again depressed under a condition that the vehicle body is at the stopped

position by utilizing the rotating torque of the electric motor, decreasing the rotating torque, measuring an amount of downward motion of the electric vehicle on a sloping road, and again bringing the electric vehicle to the stopped position by the rotating torque when said measured amount of downward motion of the electric vehicle exceeds a preset value.

11. (Previously added) An electric vehicle according to claim 2, wherein when the brake pedal is stepped on under a condition that the vehicle body is at a stopping position by the rotating torque of the electric motor, the rotating torque is decreased and a quantity of motion of the electric vehicle is measured, and the electric vehicle is again brought at the stopping position by the rotating torque when said quantity of motion exceeds a preset value.

12. (Cancelled)

13. (Previously amended) An electric vehicle, comprising a vehicle body, a motor driving the vehicle body and control means for keeping the vehicle body at a stopped position using rotating torque of said electric motor,

wherein said control means includes a position control means having a holding period to keep the vehicle body at the stopped position under application of the rotating torque of said motor after a brake pedal is released; and a motor torque decreasing means for decreasing a rotating torque of said motor when an accelerator pedal and a brake pedal of said electric vehicle are not operated while said holding period elapses a preset maximum holding time.

14. (New) An electric vehicle, comprising an electric motor for driving said vehicle, and a position control means for keeping said vehicle in a stopped position using rotating torque of said electric motor, wherein said position control means includes first means for storing motor torque when the vehicle begins to move by reducing the motor torque gradually and calculating a minimum motor torque for keeping said vehicle in the stopped position by using the stored motor torque, and second means for controlling said electric motor in accordance with said minimum motor torque.

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